**Changes in the Restricted Feeder Program from the United States**

**to Facilitate Bilateral Trade**

NCFA has worked with CFIA to facilitate additional changes in the CFIA policy for the importation of U.S. feeder cattle into Canadian feedlots, which became effective on August 14, 2018: <http://www.inspection.gc.ca/animals/terrestrial-animals/imports/policies/live-animals/2014-2/eng/1321029586168/1321029737815?cole4=undefined>.

A summary of these changes is described below:

1. Identification:
   1. If USDA metal tags are utilized as the primary identifier for importation to Canada, they should be used in sequence with a single sequence range per certificate.
   2. CFIA will be moving next year to mandatory USDA approved 840 EID (RFID) ear tags in incoming US feeder cattle. To facilitate that change over time whilst not hampering current feeder cattle purchases, CFIA has made some revisions to the import policy to simplify the U.S. paperwork if using USDA approved (NAIS compliant) 840 electronic identification (EIDRFID) ear tags.
      1. If 840 EID tags are used, the USDA Health Certificate no longer must include breed, colour, markings, and any other identification present on the animal. Animals bearing approved 840 RFID tags only need to be further identified on the export health certificate by age in years and sex. With this option, tag ranges can be used on the health certificates with the requirement that interruptions are shown:

For example: 100 steers, < 1 year old, Ranges: 840000111000100 to 840000111000150 and 840000111000175 to 840000111000225

1. Vehicle Sealing:
   1. Cattle identified with NAIS compliant 840 EID (RFID) tags are permitted a rest stop of up to 72 hours in a brucellosis-free and tuberculosis accredited, free state at a USDA approved rest site provided an accredited veterinarian in the state where the rest site is located issues an addendum on the accredited veterinarian’s letterhead to accompany the health certificate as follows:

*I certify:*

* + 1. *During the entire stay at this USDA approved rest stop space (complete address of location), the shipment of restricted feeder cattle certified on health certificate #(s) space were maintained in isolation from other livestock and their products and by-products.*
    2. *I have replaced the original seals numbered space (list seal #'s for each truck # and # of head arrived on each truck) with the following seals: space (list seal #'s for each truck # and # of head loaded on each truck).*
    3. *I have provided the transporter with the original seals which must be delivered to the individual performing the post-arrival audit in Canada.*
    4. *I consider all animals in this shipment to be free from any communicable disease and fit to travel without undue suffering.*
    5. *The following animals could not be loaded due to injury or illness space (list 840 RFID (EID) tags or nil if all animals on all certificates are loaded)*
  1. Restricted feeders identified with NAIS compliant 840 RFID (EID) tags can originate from more than one site within the same state to fill a single truck only. A separate USDA endorsed health certificate for cattle from each site with truck sealing also taking place at each site is required. Cattle on each health certificate are segregated on the truck separate from cattle on another health certificate. The accredited veterinarian at the second and subsequent sites would be required to provide an addendum on the accredited veterinarian’s letterhead to accompany the original health certificate as follows:

*I certify:*

* + 1. *I have inspected and certified the restricted feeder cattle for export to Canada on USDA health certificate # space included on a single truck transporting other restricted feeder cattle for export certified on USDA health certificate(s)#(s) space.*
    2. *I have replaced the original seals numbered space with the following seals: space.*
    3. *I have provided the transporter with the original seals which must be delivered to the individual performing the post-arrival audit in Canada.*
    4. *I consider all animals in this shipment to be free from any communicable disease and fit to travel without undue suffering.*
    5. *The following animals could not be loaded due to injury or illness space (list 840 RFID (EID) tags or nil if all animals on all certificates are loaded)*

1. Documentation for Importation and Border Requirements
   1. If the shipment is contained in several vehicles, the original plus one copy of the certificate must be in the first vehicle to the Canadian port of entry. Each subsequent vehicle must carry two copies of the export certificate, one of which has recorded the numbers of the seals applied to the vehicle and the number of animals in the vehicle.
      1. When multiple vehicles are used for a shipment all cattle in the shipment must be certified on the same health certificate and the number of vehicles the certificate applies to is indicated on the certificate.
   2. Multiple certificates can only be used if all the animals covered by the certificates are transported in the same vehicle and are destined for the same approved feedlot site or are clearly segregated on the load.
   3. All cattle certified on the same health certificate on two or more trucks must cross at the same location in the same 24-hour period. In the case of an emergency (i.e. truck breakdown, accident, or severe weather) approval for further delay for inspection must be cleared with the CFIA district office of destination and the POE veterinarian.
2. Inspection at Destination – Approved Feedlot

Option A: The animals must be presented for inspection and processing, as specified, within forty-eight (48) hours of arrival. Inspection may be performed by provincial authorities in the course of other functions or a private veterinarian performing service on behalf of the feedlot; otherwise, service will be performed by CFIA staff at the applicable fee. Typically, inspection and verification of identification will be done at a 15-percent level compared to the health certificate, unless non-compliance is observed. If a non-compliance is observed, the inspection rate for that shipment should be increased to 100%. Any concerns should be immediately reported to the CFIA district office in charge of the feedlot for further follow-up as deemed necessary.

Option B: Use of this option must be approved by CFIA yearly- usually at the time of feedlot approval. This option is only available when all cattle in a shipment are identified and certified with approved 840 RFID tags and the Initial Inspection at Destination is performed by the feedlot veterinary service provider who will also perform a visual health inspection of the cattle within 72 hours following arrival at the feedlot and all subsequent audits. In this case, the initial identification inspection can be conducted by electronic reading of the feedlot’s animal management software system and subsequent transfer to a database. The inspection and verification levels compared to the health certificate are the same as for Option A and verification must be completed within 72 hours from arrival.

NCFA is currently working with CFIA, CCA, and USDA to facilitate timely transport of U.S. feeder cattle once purchased. We have asked CFIA and USDA:FAS to ask USDA:APHIS to give USDA port veterinarians authority once again to federally endorse USDA health certificates at the port and to work on weekends at busy cattle ports. This request has not yet been approved by USDA:APHIS. Long-term, NCFA has officially requested CFIA to remove the requirement for USDA federal endorsement of USDA health certificates completed by USDA accredited veterinarians. The latter request requires regulatory changes on both sides of the border and will take some time, if both governments agree to this change.

We encourage you, as cattle feeders, to talk to U.S. Senators and Governors who you may know to facilitate the latter changes within USDA:APHIS.

The improvements to the Restricted Feeder Program for the importation of U.S. feeder cattle has been a direct result of the efforts of the NCFA with significant input and action by Dr. Joyce Van Donkersgoed. I would like to take this opportunity to recognize Joyce for her recent efforts and her ongoing assistance on this file over the years.

Bryan D. Walton

President and CEO